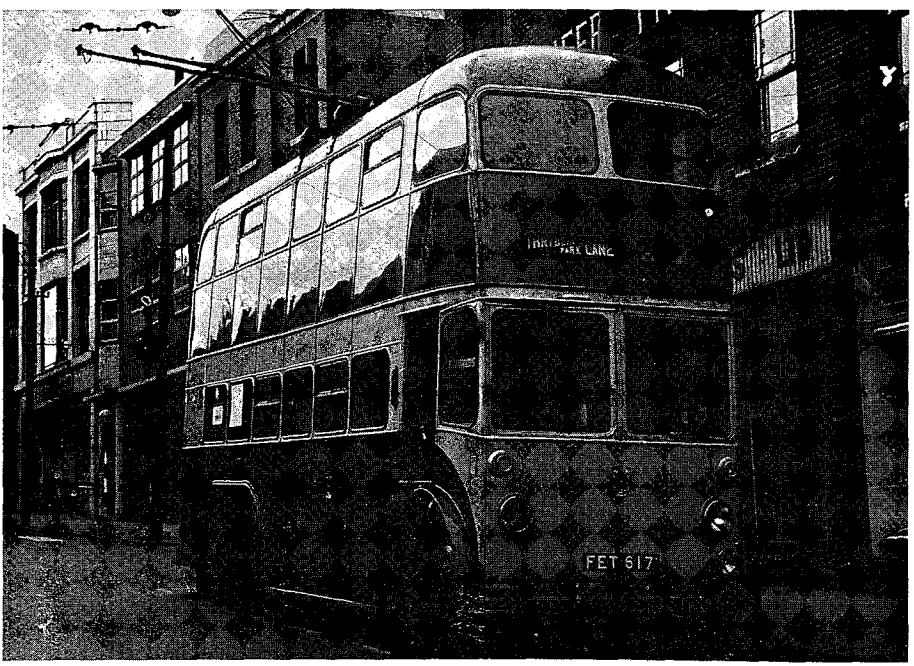
April 1968

M&T NEWS

Another bus for the S.O.E.S. See inside



ROTHERHAM TROLLEYBUS 37, preserved by the S. O. E. S.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M. & T.NEWS

April 1968 No.41

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SOCIETY NEWS.

A number of members have expressed their pleasure with our new style cover.Because of cost the present picture will have to be used for the next 2-3 months, after which we intend to vary the cover photo.

Our next tour to the Nottingham area will be held on Sunday 19th.May 1968,and will include the draw for the '37 Raffle'.Full details are enclosed with this issue.Do come along and join us for another great day out.

THE MOST IMPORTANT NEWS THIS MONTH IS THAT WE HAVE JUST ACQUIRED OUR SECOND BUS.This is ex-Oldham Corporation motorbus 231,bought from the Northern Trolleybus Society(Manchester).A history of this bus appears later in this issue,and we hope very shortly to have her fully taxed and insured for use by Society members.She is in first-class condition, carrying a current test certificate,and we are very proud of her.

Every weekend a group of members meet at 37 to continue with preservation work,the lower deck interior now receiving most attention.If you would like to help with the preservation of 37 or 231 we would be very pleased to see you - please contact the Secretary.

We intend to pay off the remaining sum outstanding on 37's repaint in May - so far quite a number of members are attempting to qualify for a free mounted

b)
photograph by selling £1 of raffle tickets - will you join them? However many tickets you have sold please return the enclosed form + any unsold tickets before 19th.May so that we can keep a record of all tickets.

LETTER IN 'BUSES' RE-NORTHERN TROLLEYBUS SOCIETY

A number of members have enquired about the validity of the letter by C.F.Isgar in the April issue of 'Buses' as it implicates our own group in parts.Thus,may we assure everyone that most of this letter is completely untrue - Mr.Isgar blames everyone from other groups to Corporations for the fall of his Society,when in actual fact only he,himself is at fault through refusing to support the group financially or to accept financial support in order to keep Ashton trolleybus 87 within the group.The sooner the major trolleybus societies in this country realise that Mr.Isgar has done only harm to the preservation movement since he entered this field,the brighter will be the future of trolleybus preservation.

SALES DEPARTMENT NOTES Once again we wish to thank those members who have donated tickets to the '37 Repaint Fund'.A special 'Thank you' must go to Phillip Hanwell who donated 15,000 tickets at one go,and almost exhausted one of the Sales Officers by mixing them in a very random fashion - deliberately of course!

Thanks must also go to Stephen Hague and Paul Beardsley for their donations of stamps.

PHOTOSETS. Due to technical difficulties beyond our control sets APO1(defunct trolleys) and SPO1(Blackpool trams) are not available until the end of April.The delay is regretted,and we hope no inconvenience has been caused.

SPECIAL REDUCTION

Photowallets,usually 1/= each,are reduced to 9d each when purchased with any photoset.

TICKET SETS Set ATO2 is replaced by ATO4.The new set contains 20 obselete issues for 1/4d - much better value than ever.
(For list of new ticket sets see later in this issue)

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT The Transport Committee has recommended changes in two bus routes.The 59 Bradway route will be discontinued and become an extension of rte.17.The journey would be extended from Millhouses,along Abbeydale Road South,Beauchief,Abbey Lane,Bocking Lane to Bradway Bank.To link Greenhill with Woodseats rte.63 will be extended from Abbey Lane via Bocking Lane,Greenhill Avenue and Greenhill Main Road to Greenhill estate.(returning to city via this route reversed).Rte.61 will no longer be a circular alternate journeys turning at Hastings Road(Millhouses) and Woodseats (exact terminus unknown),returning to city via Greystones.The new route 17 will be operated from Leadmill Garage,and another route(as yet unknown) moved from Leadmill to Greenland to compensate.

At the beginning of April old-age-pensioners were given free travel on buses,which have since become much busier.Conductors have reported carrying full loads while only taking a few pence in cash.O.A.P.'s are issued with a Mauve 'No Value' ultimate ticket when showing their pass,except when the conductor has a setright machine,when a no value 'Exchange' ticket is issued from the machine.With 5-unit ultimate machines and T.I.M. machines 'No value' tickets are issued by hand(with a T.I.M. machine they are supposed to be clipped with the hand clippers),and through the machine with a 6-unit ultimate machine.10d tickets on 6-unit ultimate machines have been discontinued.The exception to this is the 69(Rotherham) service when 6-unit machines contain 2½d tickets for use in the Rotherham area,and 'No value' tickets must be issued by hand.

Old style purple 4d's are being used up in some machines - please save these if you get any on the bus as they will be very useful in the Sales Department. (A more comprehensive account of S.T.D.'s ticket issue will appear next month).

It appears that the new express bus service between Sheffield,Huddersfield and Halifax has met with a favour-able response.Because of this further express services may be panned between Sheffield,Leeds,Nottingham and Derby.

d)
Beacuse of the Townhead closure many buses have been reallocated as follows:-

No.	From	To	No.	From	To	No.	From	To
6-11	Th	EB	90	Th	EB	180/1	Th	Ld
264-73	Th	Gl	440-7	Th	EB	704	Th	Hr
709-14	Th	Ld	715-23	Hr	Gl	750/1/3	Ld	EB
512/3	Gl	EB	840-8	Gl	Hr	849-51	Th	Hr
901-9	Th	EB	941-4	Th	Gl	1000	Th	EB
1012/4	Th	EB	1013	Th	Gl	1015-8	Th	EB
1284-6	Th	EB	1292/3	Th	Gl	1296/7	Th	Gl
1347-9	Ld	EB	3075-9	Th	EB	3150/1	Th	EB
3156-62	Th Gl	EB	3163	Th	Gl			

Vehicles repainted include 358,782/6/8/98,816/7, 930/86/92,3080/1/151.

The remaining Weymann bodied PD2's of the 668-723 batch are allocated as follows:
EB - 693-5,Hr - 686/8/9,704,Gl - 715-23,Ld - 708-14

152 has been fitted with a periscope.The assembly is in the staircase coming out of the cab bulkhead just below the upper deck floor level and continuing up the bulkhead to terminate on a level with the top of the bulkhead behind the upper-deck front off-side seat,with a horizontal sheet of slightly-darkened glass.This enables the mirror to be seen from the cab,and hence the upper deck,rear of the staircase,can be viewed.

The committee have agreed with the Joint Omnibus Committee to order 15 double deck and 5 single deck buses for 1970.

OBSERVATIONS

729 on 88 11/3/68,519,2174 both on 53,12/3/68,1001 on 73,1365on 97 both 13/3/68,3073 on 60,1365 on 97 both 14/3/68,1011 on 61 15/3/68,815 on 274,3080 on 65 both 18/3/68,523 on 8,1007 on 31,352 on 1,3161 on45,516 on 45 all 19/3/68,732 on 82,768 on 50 both 20/3/68,268 on 71,909 on 53,903 on 75,445 on 75,513 on 82,867 on 88, 3162 on 9,710 on 60,735 on 150 all 21/3/68,1286 on 75, 1297 on 69,3151 on 151,3162 on 88,136 on 88,359 on 3, 3161 on 28 all 22/3/68,169 on 12,393 on 42,3161 on 9 all 25/3/68,883 on 174,3079 on 67,1741 on 23,167 on 105, 179 on 4,713 on 4 all 26/3/68,1004 on 113,3082 on 45, 3162 on 45,3160 on 45 all 27/3/68,3153 on 113,722 on 52, 1285 on 9,90 on 59,3162 on 8,3160 on 9 all 28/3/68,346 on 1/17,803 on 190,1336 on 41,3076 on 9,3156 on 187 all

29/3/68,500 on 99,489 on 71,3162 on 28 all 30/3/68, 901 on 20,457 on 23(*),347 on 1 all 31/3/68,178 on 512,174 on 12 both 1/4/68,1334 on 52,871 on 150,388 on 151 all 2/4/68,1011 on 61,115 on 88 both 3/4/68, 1295 on 71,3160 on 24 both 4/4/68,269 on 52,879 on 282, 1284 on 65,1392 on 274,3161 on 38,709 on 50,3151 on 154 all 5/4/68,267 on 23,860 on 57,3160 on 45,3151 on 72,817 on 88 all 7/4/68,1403 on 88 8/4/68,388 on 3,1399 on 12,1403 on 50,724 on 82/8,1294 on 50,1295 on 59 all 9/4/68,269 on 52,1338 on 50,181 on 59,1292 on25/85, 1352 on 187,3151 on 67 all 10/4/68,9 on 24,1292 on 23 both 11/4/68,1335 on 23 15/4/68,3161 on 95,3151 on 43, 884/90 on 65 all 17/4/68.

* - Sunday working on rte.23 are operated by Atlanteans or Fleetlines.

S.T.D. QUERY

A member has written for the following route allocations 29,229,506,882. Rte.29 is at present allocated to no particular garage (most journeys operated by G1).229 is presumably allocated to Hr.,whereas 506 runs from EB.Atlanteans 1392-1403 run on the latter,and have had their speed governors removed so that they can reach a good speed on the motorway.Rte.882,along with the other night services is operated by duties known as 'Night Specials',which run from EB and Hr. - EB use Park Royal Atlanteans,Hr use Park Royal front entrance Regent V's.

WITHDRAWLS

Behind EB are 26,MC62/4,669/76/8/81/93-7/702/3/5/6, 2169/76/91.Also withdrawn is 2174 which is in the side yard.A surprising withdrawl is 1279 which is in Ld together with the last Roe bodied Regent III 2177, which is also withdrawn.Most,if not all,have had their fleet names and transfers painted over.

P.Ireland R.Banks D.Tummon E.Wilson P.Hanwell.

DONCASTER The corporation have applied to the Yorkshire Traffic Commissioners for permission to run an express motorway service to Sheffield.The plan is to run the service along the A1(M) to its junction with the M18 at Loversall.It would then join the M1 at Thurcroft and continue to the junction with the A630 at Tinsley.

f)

EAST MIDLAND One of the new Alexander bodied Atlanteans is now in service. It is D194, PNN 194F and is stationed at Clowne.

YORKSHIRE WOOLLEN New setright tickets are being used with the name printed along the face (similar to STD), instead of on the back. D.Tummon.

HUDDERSFIELD Both the new Swifts were on rte.68 during the first fortnight in April. E.Wilson.

HALIFAX Occassionally during April the ex.S.J.O.C. A.E.C. Monocoaches were to be seen on the new 68 and X68 route, returning to their former home town.

A number of Birmingham double-deckers have been seen travelling through Sheffield. On 26/3/68 2392 was seen, and on 30/3/68 JOJ 135 and two others were seen.
D.Tummon E.Wilson

CHESTERFIELD Daimler Roadliner CVC 124C is on loan and is being used with the Corporation's Roadliners on one-man routes. P.Hanwell.

INDEPENDENTS SECTION

WEST RIDING The latest Fleetlines are in Tilling green with only one cream band above the lower deck windows, and a number of Wulfrunians are in this. Several Wulfrunians are in Tilling green with cream lower deck window surrounds only.
One of the new Fleetlines is 182 MHL 182F with Roe H77F. D.Tummon R.Banks

J.O.ANDREW, Sheffield This fleet has a new Bedford VAM70/ Duple C45F and is registered UWE 588F.

We are sorry that, because of lack of both time and space, we are not able to include the North Western fleet list with this issue. This is being typed out, and with certainly appear with the May edition of 'M & T News'.

WHEN THE NEW ISSUE STAMPS COME OUT DURING MAY, PLEASE SAVE THEM FOR THE '37 FUND' - EVERY STAMP HELPS.

ADDITIONAL INFORMATION ON THE STAFFORDSHIRE ARTICLE (R.Banks)

Details of Austin's Routes into Stafford

Stafford(English Electric)-Hadley(Sankeys)	Daily
Knightley(Garage)-Stafford(Gaol Square)	Tues/Sat
Wheaton Aston(Green)-Stafford(Odeon)	Weekdays
Stafford(Odeon)-Bradley(Shredicote Turn)	Weekdays
Stafford(English Electric)-Norbury	Weekdays
Stafford(Pitcher Bank)-Ellanhall	Saturday
Stafford(16 M.U.)-London(Kings Cross)	Leave Service
Stafford-Donnington(Roundabout)via Main Road	Daily
Stafford-Moreton	Tuesday
Stafford-Woodseaves	Mon-Fri
Stafford-Donnington via Moreton	Saturday
Stafford-Wheaton Aston	Weekdays
Stafford-Woodseaves via Seighford	Daily
Stafford-Norbury	Tues/Sat
Stafford-Bradley	Tues/Sat
Stafford-Haughton(Church) only	Weekdays
Stafford-Ellenhall	Tues/Sat
Stafford-Shebdon	Tues/Sat

Most of these services use the new bus station. Excursions and tours are run from Stafford(Market Square)

When Worthington Motor Tours Ltd.moved their headquarters from Stafford to Wolverhampton,Austins acquired their garage and offices and these became the head office of the company and remain so today(Station Garage,Derby Street,Stafford).Possibly,in 1964 the Stafford garage was converted to car showrooms.

Another operator also operates into Stafford but only on a works service.This is J.Carney,3,Redbrook Lane,Bereton.The service is Handsacre(Red Lion) - Stafford(Factories).

h)

FLEET LIST

GREATREX TRAVEL SERVICES LTD. Stafford

(R. Banks)

ADDRESS : Newport Road, Stafford
LICENCE : S., Exp., E.& T.
LIVERY : Maroon and Blue
TICKET SYSTEM : T.I.M.
SERVICES:
Hixon(Bank House)-Stafford(English Electric) Weekdays
Little Haywood(Ring)-Colwich(Schools) Schools Service
Hanley(Town Hall)-Hixon(English Electric) Works Service

These services were acquired with the business of H. Nickolls & Son Ltd. Details of services operated by Greatrex in their own right are not yet to hand.

73	URF 662	Bedford OB		144011
	Duple	B30F	1951	
114	8425E	Commer Avenger IV		94A0304
	Duple	C41F	1959	
115	8426E	Commer Avenger IV		94A0305
	Duple	C41F	1959	
116	9518E	Ford 570E		510E23072
	Duple	C41F	1959	
28	KAF 912	Bedford OB		66484
	Duple	C27F	1947	acqd. 1/61
117	HBF 664	Ford 570E		510E63471
	Duple	C41F	1961	
118	HBF 665	Ford 570E		510E63522
	Duple	C41F	1961	
119	111 GBF	Ford 570E		510E77177
	Duple	C41F	1962	
120	168 HBF	Ford 570E		510E78063
	Duple	C41F	1962	
B5	984 VBF	Commer 1500		225834
	Harrington -12-		1963	
121	ARF 758A	Ford 570E		L80B831799
	Duple	C41F	1963	
122	ARF 759A	Ford 570E		L80B831802
	Duple	C41F	1963	
123	ADY 142B	Bedford VAS1		1751
	Duple	C29F	1964	
125	45 MOE	Ford 570E		L80C838046
	Duple	C41F	1964	acqd. 1/65

126	VRE 596C	Ford 570E		433759
	Duple	C41F	1965	
107	9850 RW	Ford 570E		510E77173
	Duple	C41F	1962	6/65
112	199 CWX	Ford 570E		L80B837858
	Duple	C41F	1963	acqd. 8/65
127	COA 898C	Ford 570E		L80D432140
	Duple	C41F	1965	acqd. 11/65
124	117 CHP	Ford 570E		L80B831798
	Duple	C41F	1963	acqd. 1/66
111	565 KTX	Ford 570E		510E63281
	Duple	C41F	1961	acqd. 1/66
104	3986 WX	Ford 570E		510E56611
	Plaxton	C41F	1962	acqd. 2/66
105	3987 WX	Ford 570E		510E54401
	Plaxton	C41F	1962	acqd. 3/66
101	YBF 320	Ford 570E		510E78014
	Burlingham	C41F	1962	acqd. 6/66
102	820 TBF	Bedford SB5		91784
	Harrington	C41F	1963	acqd. 6/66
109	HEF 510	Bedford SB1		75511
	Plaxton	DP44F	1960	acqd. 6/66
103	LRE 349B	Bedford SB5		94968
	Harrington	C41F	1964	acqd. 6/66
128	TRF 652C	Ford 570E		L80D433697
	Duple	C41F	1965	acqd. 6/66
129	PBF 299D	Ford R192		14611
	Duple	C45F	1966	acqd. 6/66
	ARF 873D	Ford R192		19973
	Strachan	B46F	1966	
	BRE 298D	Morris J2BM16		156309
	Deansgate	-12-	1966	
131	DRE 202E	Ford R192		16293
	Duple	C45F	1967	
132	DRE 203E	Ford R192		16216
	Duple	C45F	1967	
	DRE 204E	Ford R192		16258
	Duple	C45F	1967	
	RRR 102	Leyland PD2/20		542274
	MCCW	L55RD	1955	acqd. 8/67

j)

PREVIOUS OWNERS:

KAF 91[illegible]	Stevens, Modbury
45 MOE	Eatonways, Birmingham
9850 RW	RHMS, Coventry
199 CWX	Pugh, Birmingham
COA 898C	Happiways, Manchester
565 KTX	Lewis, Rhudlewis
3986 WX	F & M, Birmingham
3987 WX	Caney, Birmingham
YBF 320,820 TBF, HEF 510, LRE 349B, TRF 652C, PBF 299D	Nickolls, Milford
RRR 102	East Midland D102

Vehicles are named as follows:

URF 662	Redwing II	HBF 664	Eagle
111 GBF	Willow Warbler	ADY 142B	Crested Titmouse
VRE 596C	Cormorant	8425 E	Sandmartin
HBF 665	Night Hawk	ARF 759A	Goldcrest
45 MOE	Kestrel.		

LATE NEWS!

A reliable source reports seeing two Sheffield AEC Swifts on the motorway near Chesterfield on 23/4/68. The vehicles were seen at about 11.30 a.m. heading north. A vigil was kept outside East Bank Garage but neither vehicles appeared. A member of staff in authority at the garage reveal ed later that two Swifts were due to arrive at about noon on that day. This is in keeping with the time when they were seen near Chesterfield. The vehicles had still not arrived by Friday afternoon.

Booth and Fisher have withdrawn Bedford OB GEW 58, with Mulliner body, which is for sale at about £120 - any takers?

Halifax vehicles on services 68 and X68 are using S.T.D. and S.J.O.C. Plessey machines - one up on Hilditch!

OUR NEW BUS - OLDHAM 231

231(DBU 23) was one of a batch of 14 (228-41). Leyland PD1/Roe H56R 7ft.6ins.wide buses delivered to Oldham Corporation in 1946, and was licenced in July of that year. She was in the crimson and white Oldham livery, lined out in cherry. For the next twenty years she operated on Oldham services(all fairly local routes), losing her lining out on repaint.

Around the end of 1966 the batch were gradually being withdrawn and being offered for sale. To mark the passing of these buses the Buckley Wells Bus Enthusiasts of Middleton, Oldham hired one of the batch, 231, on a tour to Bradford, for which her lower deck panels were repainted by the Corporation.

Earlier in 1966 Mr.H.Taylor, General Manager of Oldham Corporation, had agreed to be vice-president of the Northern Trolleybus Society(Manchester), and asked this group if they wished to purchase one of these buses - 231 being offered as that in best condition. The Northern Trolleybus Society readily agreed to the very reasonable cost, and began preservation work on the bus. The Buckley Wells Bus Enthusiasts had also wished to purchase this vehicle, but on its sale, acquired instead the last Oldham Crossley motorbus, 368.

However the Northern Trolleybus Society found that to maintain commitments on the bus another of their vehicles must be sold, and their Ashton trolleybus, 87 passed to the Reading Transport Society. This enabled them to tax and insure 231 and it ran again in October 1967 on a visit to the East Midlands Transport Society's museum at Plumtree, Nottingham. During the following months, 231 was used both for N.T.S. tours and tours of other Societies, the S.O.E.S. borrowing the bus on 17th. December 1967 for a Huddersfield trolleybus tour. It last ran on a Manchester University tour to Staffordshire on March 10th. 1968.

For some months the N.T.S. had been associated with the Reading Transport Society, and decided finally to amalgamate completely with this group as from April

1st.1968.The R.T.S. however concentrated on trolleybus preservation,and 231 thus became a headache for the N.T.S.,especially as £20 were still outstanding on its purchase.Therefore Martin Ford,chairman of the N.T.S. offered us the vehicle on condition that we met the outstanding sum.

On Sunday April 7th,six S.O.E.S. members went across to Oldham to see the bus.She was found to be in excellent order both in bodywork and mechanically,and an agreement of transfer was signed there and then,giving the S.O.E.S. its first motorbus.

Our first priority is,of course,the repayment of the £20,which will be met immediately after the cost of 37's repaint is fully paid,probably in June.For the time being she has a safe home at Oldham Corp's depot, and we are able to keep her there while saving for tax and insurance,so that,by the Autumn we will be able to run her again.Mr.H.Taylor takes a great interest in the vehicle and we are very grateful for all his help, and we know that,very shortly,our second bus will be in as immaculate a condition as 37.

ONLY £30 IS NEEDED TO REACH OUR £160 37 REPAINT TARGET.WE INTEND TO PAY THIS ALL OFF BEFORE NEXT MONTH'S ISSUE OF 'M & T NEWS' - PLEASE HELP US THROUGH THE RAFFLE OR SALES DEPARTMENT TO MEET OUR GOAL.

BLACKPOOL FLEET LIST - BUSES

(D.Tummon)

6 ex.246 is a P.W.gang bus kitchen,toilet,stores downstairs,16-men canteen upstairs.

201-50
204/10-3/5/8/22/4/5/7-9/36/9/40/4-5/8/9
(DFV 104/10-3/5/8 etc.)
Leyland PD2/5 Built 1949 Burlingham FH31/23C

251-300
251/2/6-9/61-3/5/6/8/9/70-2/4/6-8/80/2/3/6/9/90-300
(EFV 251/2/6 etc.)
Leyland PD2/5 Built 1950 Burlingham FH31/23C

301-5 (LFV 301-5)
Leyland PD2/21 Built 1957 Burlingham FH35/28R

306-10 (LFV 306-10)
Leyland PD2/21 Built 1957 Metro-Cammell FH35/28R

311-30 (NFV 311-30)
Leyland PD2/27 Built 1958 Metro-Cammell FH35/28R

331-50 (PFR 331-50)
Leyland PD2/27 Built 1959 Metro-Cammell FH35/28R

351-70 (YFR 351-70)
Leyland PD3/1 Built 1962 Metro-Cammell FH41/32R

All these (301-70) have two seats removed in Summer for more luggage space.

371-80 (371-80 DFR)
Leyland PD3A/1 Built 1964 Metro-Cammell FH41/30R

381-400 (CFR 581-600C)
Leyland PD3A/1 Built 1965 Metro-Cammell H41/30R

501-25 (HFR 501-25E)
Leyland PD3A/1 Built 1967 M.C.W. H41/30R

On order 25 more PD3s + 15 Swifts.

TRAMS

224 English Electric Built 1934
48 seats central entrance. 43' x 7'6"
"Railcoach 1st.series"

225-36 English Electric Built 1934-5
Open-top 56 seats central entrance. 42' x 7'6"
"Boats"

237-49 English Electric Built 1934
Originally open top 54/40C 42' x 7'6"
Enclosed in 1941/2 & capacity reduced to 84 by removal of end bench seats on top deck.
238/9/40/1/5/7/8/9 have single indicators at each end.

238/9/41/7/8/9/6 have 94 seats again with bench seats restored. " ex-open top Balloons"

250-63 English Electric Built 1934-5
Originally 44/48C 42' x 7'6"
250/2/3/5/6/7/8 have single indicators at each end
253/5/6/8 converted to 94 seats (see 237-49)
250 has fluorescent lighting fitted.
" Balloons"

264-71/82-3 English Electric Built 1935
48C 43' x 7'6"
264 given square ends 1966
"Series 2 Railcoaches"

272-81 originally as above 42' x 7'6"
275/6 converted as experimental trailer & motor car /1957-8
272/6/7/80/1 converted 1960
273/4/5/8/9 converted 1961 (275 from the experimental trailer)
272/3/4/5/81 converted 1963/4/5 to 53 seats with loss of one cab + addition of bench seat. Series permanently coupled to trailers T2/3/4/5/1
"Trailer towing cars"

T1-10 M.C.W. on Maley & Taunton trucks 1960
originally all 66C 44' x 7'6"
Trailers T1-5 converted to 61C with drivers compartment added at one end. Series permanently coupled (see above).

284-302 Brush on E.M.B. trucks. Built 1937
originally 50C, but two platform seats removed early. 42' x 7'6"
"Brush cars"
288/91/9/300/1 have single indicators at each end
300 has aluminium folding doors.
289/96 have folding doors from a scrapped railcoach.

304-28 Roberts on Maley Taunton Trucks.
56C 50' x 7'11" Built 1952-3
306,10/8,22/3/7/8/4/5/6 have lost their Vambac equipmant. 313 is the permanent lift car to give a float set of bogies.
"Coronations"

Works Cars:

1 Rail grinder Built 1928 B.C.T. on Brill truck
3 Overhead Car Built 1924 B.C.T. on Preston McGuire trucks converted from Standard 143 in 1958. FD4 bus engine incorporated.
4 Overhead Car Built 1901 Converted 1930 Preston McGuire trucks ex.31
5 P.W.Gang car. Built 1934 English Electric, converted 1965. 30 seats ex.221.

Special cars.
all conversions by B.C.T.

165/6 T.U.cars B.C.T. 1927 on Preston McGuire trucks converted 1951/3
Blackpool Belle Dick Kerr 1928 on E.E.trucks converted 1959 32R ex.163
Tramnick One Dick Kerr 1928 on E.E.trucks converted 1961 46R ex.168
Sante Fe Train Dick Kerr 1934 on E.E.trucks converted 1962 35R ex.209 and Dick Kerr 1928 on E.E.trucks converted 1962 60R ex.174
Hovertram Dick Kerr 1928 on E.E.trucks converted 1963 79R ex.222
HMS Blackpool Dick Kerr 1928 on E.E.trucks converted 1965 75R ex.170

THE NEXT S.O.E.S. GRAND TOUR -

SUNDAY 19th.MAY 1968

WANTED : 22-bodies, dead or alive, to ride in Sheffield's cabbage wagon to Nottingham. No - seriously, will you join us on our May tour to a number of depots in the Nottingham area. Full details appear overleaf, the second depot is, as yet, uncertain as Nottingham City Transport will not allow us to go to their garage, but will be one of the three alternatives shown. At the East Midlands Transport Society's Plumtree museum are a large number of preserved motorbuses and trolleybuses, mainly from the Nottingham/Derby area + one tram.

We are employing a different fares structure to

avoid running at a loss, as some of our recent tours have done, and we are thus asking a preliminary fare of £1. With an attendance of 13 this will pay the cost of the bus, and there will be a refund to everyone on the tour for each member over 13 who attends, so that with a full load the fare will nearly be reduced by half.

The bus we are using is Sheffield Transport's No.1 the unusual Bedford VAS/Craven B22F, nicknamed the "cabbage wagon" by all the crews because it is extremely noisy when running.

Full details are:

Depart Sheffield (Harmer Lane)	11.30
via M1 motorway	
Depot of Barton Transport, Chilwell	13.15 -13.45
Visit to one of the following depots:	
Trent, Skills or Makenson's all in Nottingham	14.15 -14.45
Depot of West Bridgford U.D.C.	15.00 -15.20
Depot of South Notts Bus Co. Gotham	15.45 -16.10
Visit to Pluntree Transport Museum	16.40 -17.30
Returning via M1 motorway	
Arrive Sheffield (Harmer Lane)	approx.19.00

The tour will also include the draw for the '37 Raffle'. We would really like to fill no.1, and are looking forward to seeing you all again. A form is included with this issue.

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A few younger members (and the Sales Department) have requested an amusing interlude in our otherwise 'serious' magazine, so here goes. We've 'nicked' a piece from a local Church magazine (with their Editor's permission) with our own adaptions. So, to screams of anguish from the older members here we go with:

AUNT GERTRUDE'S COLUMN

A.G. at the A.G.M.

During the merry month of April the SOES A.G.M. was held. Most people are under the erroneous

impression that A.G.M. stands for Annual General Meet-in;but of course it is really an abbreviation of "Ain't Gertrude Mad",a time when all true Gertrude fans meet from all over the world and Chesterfield.

As usual this year the doors were locked at 6.30pm and Police called in to control the crowds thronging around A.G.'s house.All the proceedings were,as usual,covered 'live' on Eurovision and by Telstar to the U.S.A.(United Society of Aunts? - Sec.)

At precisely 7.30 the clairman called for order. Aunt Gertrude ordered a Gin and Gees Linctus cocktail with a cherry.The first business was the ticket wedding,at which two 3d ultimates were married.Then followed the election of the frog-pullers,whose task is to swiftly pull frogs on trolley tours so as to cause a major dewirement.

The minutes of the last A.G.M. were read,to rousing cheers from the audience.Then rose the Treasurer,black bag in hand,to give his report. "What about the Motorist!" yelled A.G. "Shame!" echoed round the room.

When Aunt Gertrude next woke up the elction of Society officials was in progress.When some hairy yob was elected as Society founder chaos broke out in the room as several young ladies were overcome by his presence(Libel suits must be addressed to Aunt Gertrude and not to the SOFS).The ensuing uproar caused the chairman to interrupt his slumbers, bang his little hammer on the table,and immediately collapse with exhaustion.

After all this excitement a man in black entered the room with a large key,and the meeting was wound up.

MEAN WHILE

Only Rotherham can stove-enamel rubber ...this one's got a Renown big-end...there's a mad Irishman in the Fox and Dog...two bells-go,one bell-stop,no bells-the conductor's fallen off...who is E.Wilson(S)?...Is your Busy Lizzie in flower yet,or just in bud?...Hello!! David...

WH AT ABOUT THIS RAFFLE THEN, you lazy bunch! Will Aunt Gertrude have to keep the prize for herself (H elp, help!! - Sec.)

Ever yours,
Aunt Gertrude.

FROM THE SALES DEPARTMENT:

MORE NEW GRAND VALUE TICKET SETS

ST11	8 Doncaster Corporation and Blue Line(S. Morgan) unused Obselete Bellpunch	10d
ST12	8 Booth and Fisher(Halfway) Bellpunch	9d
ST13	8 Booth and Fisher Ultimate (including values not used today)	7d
AT04	20 assorted obselete issues (used/unused)	1/4d
AT05	16 assorted Doncaster Area operators current issues (used/unused)	8d

DISCONTINUED SETS
AT02 - 10 obselete issues ST08 - 4 Mosleys.

Don't forget all prices are INCLUSIVE of postage - please send your orders to:

S.O.E.S. Sales Department,
144, Steade Road,
SHEFFIELD,
S7 1DU.

Should the Northern Trolleybuses title continue?

Ever since the N-T subsiduary began there have been doubts in the minds of some members as to whether it was a good thing or not. Advantages and disadvantages of the N-T title can be quoted e.g. it leads to confusion using two titles for the same Society, but possibly more new members are encouraged to join through the N-T title than the local sounding SOES one. Thus we would like your vote on whether you think the N-T title should continue or not. Whatever the decision pages of our magazine will, of course, continue to be given over to trolleybus topics, we are concerned only with the continuing use of the N-T title. Please give us your vote by marking just one 'X' on the voting form enclosed alongside whichever decision you think favourable. A majority vote will decide, though if under 25 votes are received the election will be declared void as it cannot represent the decision of the majority of members. Please send in you voting form BEFORE 15th. MAY, so that the results may be published in next month's issue of 'M.& T. News'.

DO YOU REMEMBER THIS?

The following is a copy of the headline article in the 'Rotherham Advertiser' for Saturday October 9th. 1965.

'DUEL IN TROLLEYS'

'On Saturday October 2nd, the last trolleybus in normal service ran from Thrybergh to the Corporation Depot just after 11 p.m. This was, however, not quite the end, for the following day the Corporation had agreed to hire two vehicles to enthusiasts' societies for final journeys.

One was chartered by the National Trolleybus Association of Wolverhampton, who arranged to cover the system twice, from 1 p.m. to 5 p.m. The other was run by the more local Sheffield Omnibus Enthusiasts Society, to be run in two parts - a short afternoon tour 3 p.m. - 4.15 p.m. for photographs and an evening tour 5.15 p.m. to 8 p.m. of the entire system to ensure the final working.

The S.O.E.S. were confident they had the final working,and a large 'LAST ROTHERHAM TROLLEYBUS' sign was affixed to the front of the vehicle.The afternoon tour proved a wonderful experience,and reels of pictures were taken at the many stops.As the tour arrived late for tea,the vehicle was parked in Bridgegate for participants to use a nearby canteen.

At 5.15 p.m. the S.O.E.S. returned to the depot to pick up members who had booked for the evening tour only.The National Trolleybus Association tour had not,as yet,returned,and as a few people were to transfer from this,no.30(the S.O.E.S. vehicle)was placed in the depot entrance to await their arrival.A little after 5.30 p.m. their trolleybus app eared,but, surprisingly,very few people wished to transfer. However,their vehicle was left empty,and all signs removed and the S.O.E.S. therefore assumed they now had the very last Rotherham trolleybus to operate. However there was a rumour from a member who had transferred that the N.T.A. were very annoyed over the S.O.E.S' final booking,and had a faint hope of yet running again.

On the evening tour flash pictures were taken at each terminus as a record of the last vehicle visiting these,and the vehicle returned to Rotherham town centre on time at 8 p.m. Plans were arranged for the singing of 'Auld Lang Syne' on entering the depot, and all were satisfied as no.30 turned from Frederick Street into Effingham Street.

Then rose the shout 'A trolleybus approaching! The bus stopped and all rushed to the windows as the N.T.A. trolleybus,now displaying a large 'Last Trolleybus' sign passed swiftly - all interior lights out,and carrying only a very few passengers.Feeling very downhearted and annoyed,our trolleybus returned sadly into the depot.

Almost as all hope was lost driver Green, offered a suggestion.Along with the Society leaders he explained the situation to the depot inspector,who informed head office how over 40 local enthusiasts had been disappointed by,as it later proved,a last minute arrangement,after their earlier tour,by a few N.T.A.members.

The plea was treated sympathetically, and a compromise was offered. The S.O.E.S. trolleybus could return to town and await the arrival of the N.T.A. bus. Then, if their few members would transfer to no.30, all could jointly run into the depot as the last working.

Excited once again the local party entered no.30, which once again moved away from the depot via Effingham Street and parked in All Saints' Square. For over 30 minutes S.O.E.S. members waited for the arrival of the N.T.A. vehicle (no.44), causing quite an attraction with passers-by, the large 'Last Trolleybus' sign still proudly displayed on the front. As 44 finally approached, 30's trolleys were removed, and, without transferring passengers, their vehicle glided past, still without lights. Their driver had now been ordered to return to the depot.

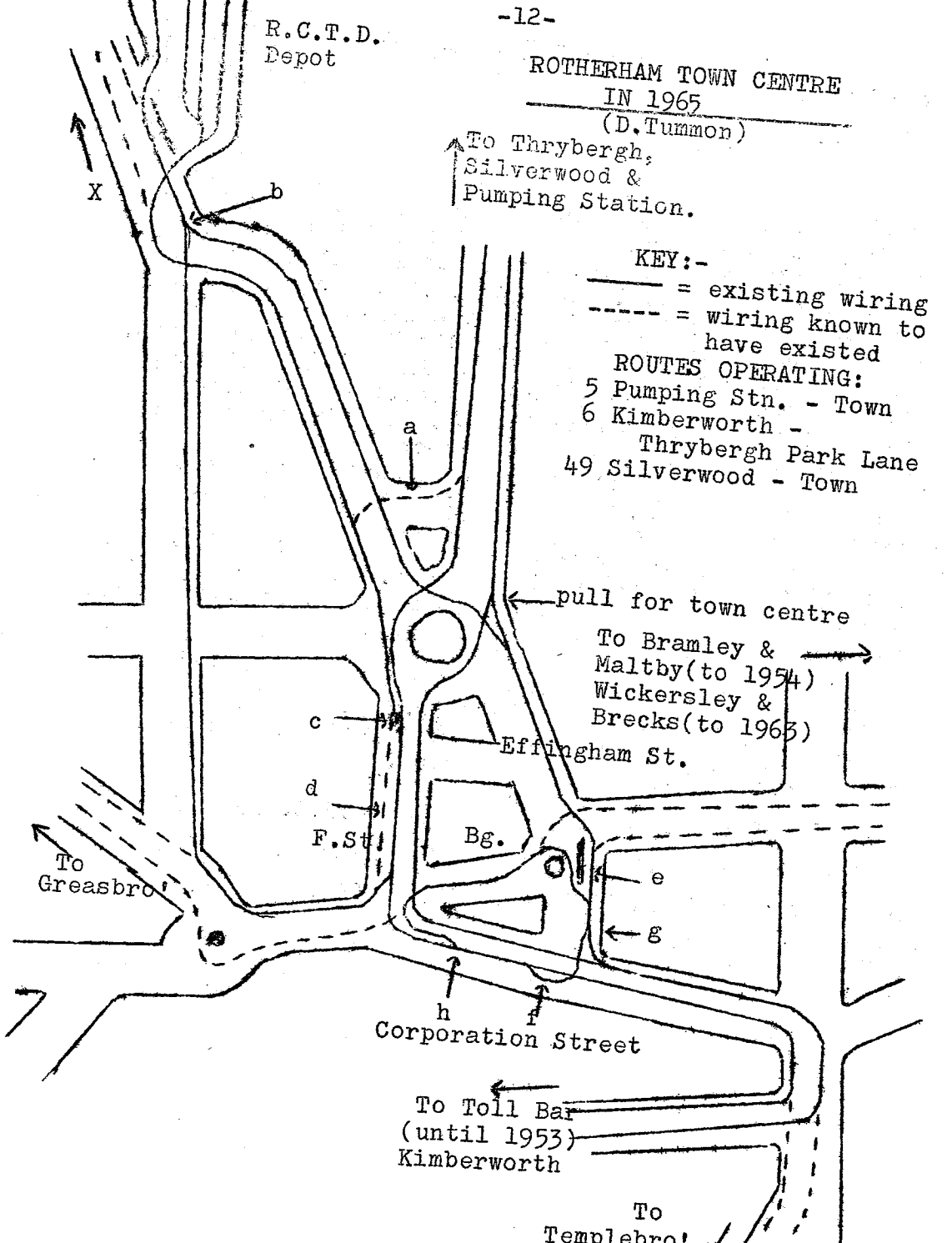
So 30's trolleys were replaced, and for the final time a trolleybus used Effingham Street and entered the Corporation depot. Almost immediately the bus stopped the cab buzzer sounded - the power had been cut off and all wires were now dead. A few final photographs were taken, all signs removed, and the members left the depot, having ridden on the last Rotherham trolleybus.

Thus, although the last visit to Silverwood terminus must be given to the N.T.A., the local society was given their rightful privilege to operate the very last Rotherham trolleybus.'

THIS WAS THE LONGEST WRITE-UP THE S.O.E.S. HAVE YET HAD IN THE PRESS, THOUGH THERE HAVE BEEN MANY OTHER SHORTER ARTICLES, AND WE ARE HOPING FOR GREAT THINGS WITH FUTURE SUCCESSES.

ROTHERHAM TOWN CENTRE IN 1965

(D.Tummon)



KEY TO ROTHERHAM CENTRE MAP

X - To Conanby,Rawmarsh,Mexborough,Conisborough(to 1961)
F.St. - Frederick Street Bg. - Bridgegate
a - Town terminus for Silverwood route(49) before island was built - later moved to rte.5 terminus.
b - Was pull for left turn.Point disconnected after closure of Mexborough route,and fixed left,but single-line wiring still extant as feeder to end of system.
c - pull for depot
d - single-deck Mexborough and Conisborough terminus.
e - buses on rts 5 and 49 lay-over in bus-station,then pull over to stop f.
g - pull for left turn
h - pull for Bridgegate.

PRESERVED BRITISH TROLLEYBUSES.
2 - MANCHESTER 1344

Owned by the Reading Transport Society (sponsored by Messers. M.S.Ford and C.F.Isgar).

The Manchester Trolleybus Preservation Society began around the middle of 1965 with the object of acquiring a Manchester B.U.T. trolleybus for preservation around the close of the Manchester system.There were only three active members,with a few interested persons paying a 10/= annual subscription.At this time Ashton Crossley Trolleybus 80 had been acquired for preservation by the Omnibus Select Society,Stockport,and parked in a garage in Manchester,and MTPS members took some interest in her,though after a few months 80 was towed to Plumtree,Nottingham.

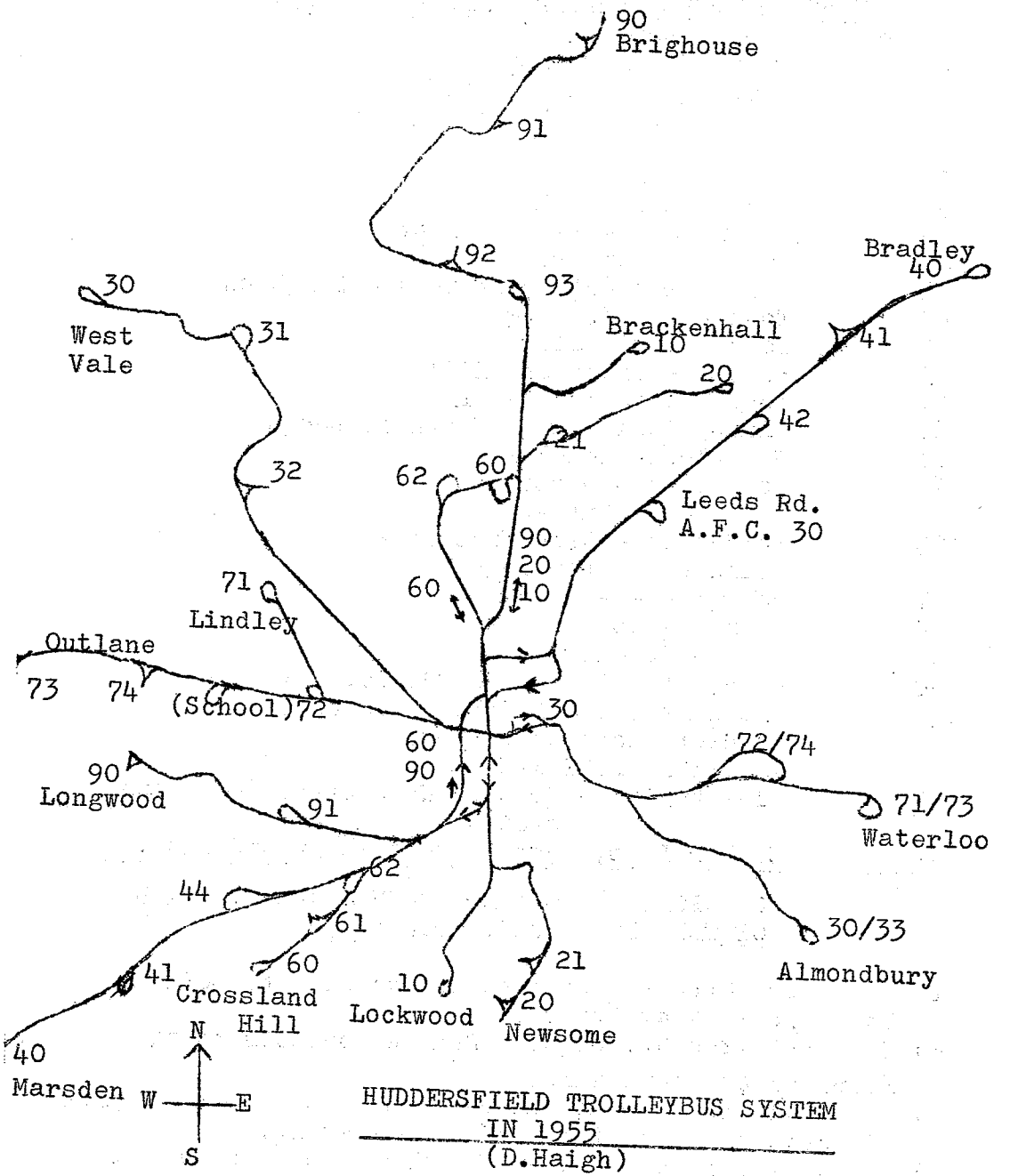
For a year or more some of the Manchester trolleybuses had been stored in Birchfields Road Garage following the closure of the 219(Manchester to Ashton via Guide Bridge) route.At the end of 1965 the Corporation decided they had no further use for these,and offered them for sale by tender.Although the MTPS believed they had little chance of obtaining one, they inspected the trolleys finding 1344 to be in far better condition to any of the others in the line-up.

Thus Manchester Corporation were contacted with the ridiculously low offer of £10 for 1344, explaining that she would be preserved. Naturally this offer was refused, but M.C.T.D. had sympathy with the preservation project and said that if the offer were increased they would consider it again. After further correspondence they agreed to sell 1344 for £40, which was paid in full in January 1966, and the M.T.P.S. had acquired their first bus.

Through being stored so long 1344 had naturally acquired a thick layer of dust, and, as a hose-pipe was played on her she gradually turned from black to red. Although the Corporation had said that batteries would not be supplied, these were found to be in place, and, as Manchester trolleybuses will run on batteries, 1344 could be moved in the depot over short distances. The garage staff at Birchfields Road agreed to the MTPS replacing damaged parts from the other trolleybuses lined up alongside, and 1344 soon had a perfect set of seat-cushions, a full compliment of match-strikers etc. In fact many of the parts on 1344 came from 1351 parked alongside, the latter being in very poor shape after the MTPS were finished.

However Manchester Corporation wanted 1344 moving, and a site had to be found urgently. After much searching a haulage firm at Hyde agreed to keep her in their yard. M.C.T.D. agreed to tow her, and this was done in two stages, 1344 being moved on a weekday from Birchfields to Hyde Road Garage from which trolleys were still running in service. When she arrived the opportunity had to be taken to place the trolleys on the wires, and to everyone's delight the compressor motor cut in as soon as they were raised, although 1344 had not seen service for some years. On the Sunday the Corporation's breakdown wagon towed 1344 to Hyde along the old 210 trolleybus route, and 1344 was reversed into position at her new home.

WORK BEGINS - TROUBLE WITH VANDALS - 1344 SPENDS A MONTH AT A DAIRY - DON'T MISS NEXT MONTH'S ISSUE.



HUDDERSFIELD TROLLEYBUS SYSTEM
IN 1955
(D.Haigh)

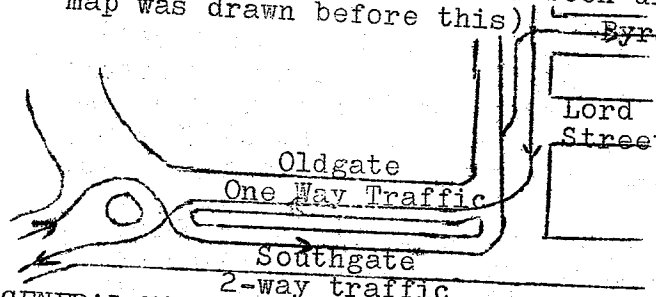
HUDDERSFIELD TROLLEYBUS SYSTEM IN 1955

No.	Route
10	Brackenhall-Lockwood
20	Riddings - Newsome South
21	Fartown Green - Newsome Church
30	Almondbury - West Vale
31	Town - Elland
32	Town - Birchencliffe
33	Almondbury - Byram Street
40	Marsden - Bradley
41	Slaithwaite(Olive Branch) - Deighton
42	Town - I.C.I. Works
44	Town - Cowlersley
60	Birkby - Crossland Hill
61	Town - Crossland Moor
62	Birkby Hall Road - Thornton Lodge
71	Waterloo - Lindley
72	Moldgreen - Marsh
73	Waterloo - Outlane
74	Moldgreen - Salendine Nook
90	Brighouse - Longwood
91	Rastrick - Paddock
92	Town - Fixby
93	Town - Bradley Bar
30	Byram Street - Leeds Rd.Football Ground
30	Brook Street - Fartburn Ground(60) via Bradford Road or Birkby.
	ADDITIONS POST 1955
41	Slaithwaite - Bradley Keldregate (New Housing Estate)
----	Canker Loop,adjacent to town ground loop. ----

CORRECTIONS TO LAST MONTH'S HUDDERSFIELD CENTRE WIRING MAP. (D.Haigh)

1) The Byram Street loop frog is adjacent to Lord Street,not Byram Street.
2) The wire from St.George's Square connects to the loop,not the down wire.
3) The road which forms the hypotenuse of the triangle adjacent to Lord Street,is non-existent.
4) The wiring is correct at the Shoe Head roundabout but the road is wrong,and the correct version is illustrated on the next page.

5) The road on which the down wiring runs(i.e. that to Waterloo) does not run at an angle to the up wiring on Southgate,but is,in fact,parallel.
6) The West Vale loop has now been disconnected(the map was drawn before this)



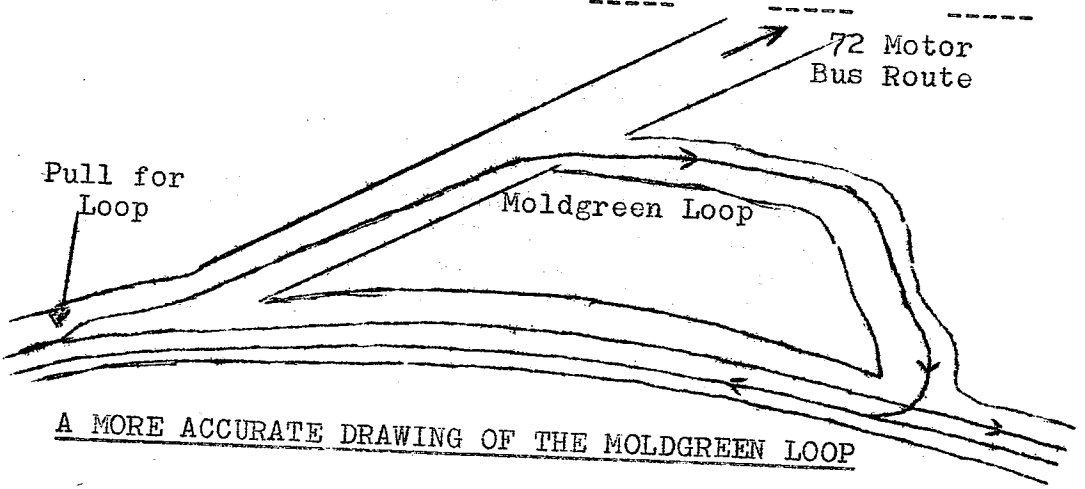
REVISED LAYOUT TO THAT IN MARCH EDITION.

GENERAL NOTES ON HUDDERSFIELD TROLLEYBUSES - D.Haigh

On April 4th,the main Wakefield Road at Waterloo was blocked by a 40-ton lorry which overturned.Thus the towing wagon had to turn trolleys in the County Motors forecourt(as they could not use Waterloo loop) ready for the journey back to town.

619 has had three new panels fitted to the off-side following an accident.

Huddersfield is to decorate a trolleybus for the Centenary celebrations,but it is not known whether it will be a B.U.T. or Sunbeam (official news from General Manager,Huddersfield).



A MORE ACCURATE DRAWING OF THE MOLDGREEN LOOP

So,we come to the end of yet an even longer issue of M & T News,28,pages in all.Don't forget to keep swamping us with news - we don't mind a bit how much you send in,it will all be included.

Please don't forget to send in your vote about 'Northern Trolleybuses',and your tickets for the'37 Raffle'.We are relying on you to ensure a rosy future for the S.O.E.S. and our two buses(I hope we can take you for a run in 231 in the next few months). Our May tour,too,should be very exciting,do come along if you can.

Finally we must thank the following members who have spend a good deal of their Easter holidays working on Rotherham 37,carefully attending to every detail in the restoration of the lower deck interior: Paul Fox, Eric Wilson,David Tummon,Phillip Hanwell,Martyn Stuka, Paul Bearsdley and Stephen Hague.

Be seeing you,
Yours sincerely,

D.E.Vickers	R.Banks	M.Q.Craig
Secretary	Editor	Treasurer.

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INSIDE THIS ISSUE:

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'Duel in Trolleys'
Our new bus - Oldham 231
Manchester 1344,part 1
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